

BY AUTHORITY.



Foreign Office Notice.

FOREIGN OFFICE,
HONOLULU, Feb. 10, 1892.

This day had audience of the Queen:
Major James Hay Wodehouse, H. B. M.'s Commissioner and Consul-General.

Lieutenant-Commander E. Hunter-Blair, R. N., commanding H. B. M.'s S. "Thesant."

Lieutenant Francis W. Melville, R. N.

Surgeon George G. Borrett, R. N.

Assistant-Paymaster Wingfield W. Alton, R. N.

To which audience Major Wodehouse was introduced by His Excellency Hon. Samuel Parker, Her Majesty's Minister of Foreign Affairs, and Lieutenant-Commander Hunter-Blair by Major Wodehouse, Lieutenant-Commander Hunter-Blair then presenting his officers.

Her Majesty was attended on this occasion by His Excellency Hon. Samuel Parker, Minister of Foreign Affairs; Major James W. Robertson, Her Majesty's Chamberlain; Col. Jno. D. Holt, A. D. C.; Col. John Richardson, A. D. C., and the following Ladies-in-Waiting: Mrs. C. B. Wilson and Mrs. Chas. Clark.

341-1t

SEALED TENDERS

Will be received at the Office of the Minister of the Interior until FRIDAY, the 12th day of February, at 12 o'clock noon, for the Printing and Binding the License Forms of the Department for the coming biennial period.

Schedule of forms and specimens can be seen upon application to the Interior Office. The delivery of said License Forms must be made on or before March 15th prox.

All tenders must be endorsed "Tenders for Printing License Forms."

The Minister of the Interior does not bind himself to accept the lowest or any bid.

C. N. SPENCER,
Minister of the Interior.
Interior Office, Feb. 8, 1892.
340 3t

It has pleased Her Majesty the Queen to appoint

HON. JOHN T. BAKER
to be Her Governor for the Island of Hawaii.

It has pleased Her Majesty the Queen to appoint

HON. W. H. RICE
to be Her Governor for the Islands of Kauai and Niihau.

Iolani Palace, Feb. 8, 1892.
339 3t-7 1t

Irrigation Notice.

HONOLULU, H. I., Dec. 2, 1891.

Holders of water privileges, or those paying water rates, are hereby notified that the hours for using water for irrigation purposes are from 6 to 8 o'clock A. M., and 4 to 6 o'clock P. M., until further notice.

JOHN C. WHITE,
Supt. Honolulu Water Works.
Approved:
C. N. SPENCER,
Minister of the Interior.
284 1t

THE

Daily Bulletin

Pledged to neither Sect nor Party,
but established for the benefit of all.

WEDNESDAY, FEB. 10, 1892.

All the space possible is given in this issue to accounts of the wreck of the Tamerlane—the most disastrous shipwreck that has ever happened in or near these islands. A large extra edition is printed, so that people can procure copies for the outgoing foreign mail.

Application at the Election Registrar's office failed to get the full returns from Hawaii. Enough has been learned from Hawaii to indicate the election of Young and Marsden (Conservative) and Hoapili (Liberal) as Nobles. Mattoon (L.) is in town and claims to have obtained a Ministerial decision awarding him the election over A. Horner (C.) as Representative for North Hilo.

THERE IS NONE BETTER.

Dr. R. L. St. John of Howland, Putnam county, Missouri, takes especial pleasure in recommending Chamberlain's Cough Remedy, because he knows it to be reliable. He has used it in his practice for several years, and says there is none better. It is especially valuable for colds and as a preventive and cure for croup. This most excellent medicine is for sale by all dealers. Benson, Smith & Co., agents.

HILO JOURNAL.

[The journal opens with a report of the wreck of the Tamerlane—a very good one but less detailed than the ones published.]

The election passed off quietly here, and everywhere else that I have heard of, the Australian system working as well as could be expected for the first time. There were 30 votes cast out at Hilo on account of the X being placed on left hand side. Judge F. S. Lyman kindly gave me the number of votes cast for each candidate and they are as follows. A. B. Loebenstein received the largest number of votes cast for any one:

NOBLES SIX YEARS.
South Hilo, 3d Precinct.
Alexander Young.....70
Joseph Marsden.....64
S. W. Kekuewa.....49

NOBLES TWO YEARS.
Chas. Nottley.....41
J. G. Hoapili.....57

REPRESENTATIVES.
J. Nawahi R. Rycroft
Kalapana.....44 14
Pohioiki.....53 37
Hilo town.....232 189
329 240

[Result of Road Board election has already appeared in this paper.]

Brig Lurline is loading and will leave about 13th inst.

Jan. 29, sailed bark Harvester, Capt. Rock, for San Francisco. Passengers: Mrs. Henry Deacon and son, Mrs. Lucy Lewis, Miss Parker.

THE SILVA DESERTION CASE.

Police Justice Wm. Foster presented the following findings in the desertion case of Maria G. da Silva against her husband:

1—The former suits in the Supreme Court are no bar to the present action.

2—The defendant has without cause deserted plaintiff and neglected to maintain, provide and support her.

3—Defendant failed to prove to the satisfaction of the Court sufficient ill conduct of plaintiff to justify desertion or failure to support.

4—Sec. 1, chap. 56, Penal Code, requires a husband to support his wife, as in Sec. 1286 provided, which last-named section has been repealed.

F. M. Hatch, for plaintiff, submitted that the fourth finding should not be made, and that defendant be called up for sentence.

J. M. Davidson, for defendant, claimed that if there is no law under which defendant can be punished he should be discharged.

The Court allowed the striking out of the last finding and gave judgment for plaintiff. Sentence will be given to-morrow morning.

This case has caused quite a stir among the Portuguese colony.

A COLUMBIAN EXHIBIT.

EDITOR BULLETIN:—

On Queen street near Alakea street is the Road Supervisor's pet stink hole. On examining the mauka side of the pavement at this salubrious spot, opposite Dowsett's salt warehouse, there will be found what remains of a load of road metal dumped down by the Government road cart fully a year ago, but which has remained there ever since undisturbed by any of the old cantonier fossils who potter away in that district. It is stated that the geological committee recently appointed by the Government intend to forward this road metal to the forthcoming Columbian exhibition at Chicago as a specimen of Hawaii's igneous rock.

MAKAI.

FRESH REPORTING.

EDITOR BULLETIN:—

This morning's Advertiser has an article about me, which is all untrue. A man came to my cigar shop yesterday and asked for a 25 cent cigar. I passed him one, for which he gave me 5 cents only, saying that was all he had. I objected and he persisted. He had the cigar and I had the five cents. After a little strong language on his part he left, and that is all there is to it. He did not wipe the floor with me, nor attempt to do so. I did not have the man arrested, nor was I near the Police Station the whole of the day. Let the Advertiser people go there and ascertain for themselves. They must have had a dream, or have been deceived by some designing person.

YOUNG NAP.

FOR BRAIN FAC

Use Horford's Acid Phosphate.

Dr. W. H. FISHER, Le Sueur, Minn., says: "I find it very serviceable in nervous debility, sexual weakness, brain lag, excessive use of tobacco, as a drink in fevers, and in some urinary troubles. It is a grand good remedy in all cases where I have used it."

A CORRECTION.

EDITOR BULLETIN:—

In your report on Thistle Club this evening you mistake Mr. "Cotton" for Mr. J. Kirsten, Hart & Co., as a donor of books to us. Kindly correct this statement.

WM. MCKAY,
Recorder.

Scottish Thistle Club,
Honolulu, Feb. 9, 1892.

WORTHY OF A TRIAL.

If you are troubled with rheumatism or a lame back, bind on over the seat of pain a piece of flannel dampened with Chamberlain's Pain Balm. You will be surprised at the prompt relief it affords. 50 cent bottles for sale by all dealers. Benson, Smith & Co., agents.

A GREAT CATASTROPHE.

EIGHTEEN LIVES LOST IN THE GRINDING SURF.

The Bark Tamerlane Becomes a Total Loss on the Cliffs of Puna, Hawaii.

Full Lists of Those Saved and Drowned.

The whaling bark Tamerlane, which has done so good service to many an owner during her long career, and which has borne many a gallant crew safely, finally laid her bones on the rocks of Puna at 12:30 a. m. of Feb. 2d, 1892, and sent to their long home eighteen of the officers and crew. This is, without doubt, the most appalling catastrophe that has happened on these islands. We have had serious wrecks of our coasting vessels, but they have usually been unattended by loss of life. We have had wrecks of deep-sea going ships both south and north of the group and yet unattended by serious loss of life, as witness the Norval, burned a thousand miles south of Hawaii, the Dunottar Castle wrecked 2200 miles north, in which cases every man was saved. The U. S. S. Saginaw had all saved when she was lost on Ocean Island, except the boat's crew that came down to bring the news, and of that one man got ashore on Kauai. And one might go on with similar reminiscences. Enough has been said, however, to show that previous to this no such disaster has ever occurred to a foreign vessel on our shores.

The bark Tamerlane was built at Wiscasset, Maine, in the year 1824. Her late captain, Walter Howland, had had considerable experience on the Atlantic coast, but had had none in the Pacific till this fatal voyage.

The vessel cleared from San Francisco, January 13, 1892, with a crew of 38, officers included. She carried the usual ship's stores and a proper whaling outfit. The voyage down was fairly satisfactory, the weather being good the whole way. Eight days out from San Francisco a whale was struck which yielded 115 barrels of oil. One man was lost while the boat was struggling with the whale and the boat was badly damaged. On February 1st they knew they were near the Islands, but how near it is perfectly evident no one on board did know. As far as your correspondent can find out from careful examination of each one of the survivors it is nearly certain that the idea was that the vessel was in the vicinity of Kealahou Bay, almost two degrees to the westward. This would account for the course steered when the vessel struck, viz: S. E. On the west of Hawaii such a course would take a ship off shore, while on the east side it would run her plumb on, as it did.

Whatever the trouble in navigation was, no land was sighted on February 1st. Mr. Pardee, the 3rd officer, had charge of the ship from 7 to 11 p. m. When he turned in everything was in shape and the 2nd mate, Mr. Allen Wilber, took charge. The latter is among the lost. The catastrophe came on in a moment. There was no warning, hardly an order before the ship went onto the cruellest of rocks.

The watch was on deck, sitting forward, and many of them almost dozing. The lookout on the forecastle was Jack Raney, a lad who had shipped from San Francisco, three weeks before, on his first voyage. At the wheel was Emil Johnson, a Swede, who had had seven years' experience of a seafaring life and knew what he was about.

Quietly and calmly the vessel was gliding through the water, a little bit of a roll on, but not much. The lookout was bracing himself against the bell as the ship gave a lurch and was wide awake, but through the darkness of the night no glint of cruel breakers came; no sound of waves upon a rock-bound coast reached his ear. Suddenly the calm was broken. Both officers on deck shouted, "Hard up with the wheel!" then came the command, "Wear ship," and instantly after that a cry of "All hands on deck!" What had been calm and peaceful before became in a moment a scene of the wildest confusion. The rest of the officers and crew came tumbling up on deck to find their floating home grinding her poor bones upon the most pitiless of black rocks, while the soft-looking, creamy foam of the breakers only added horror to the scene.

Nothing could be done, there was no "wear ship"—there was nothing to be done with putting up the wheel, and though Emil Johnson did his best he merely succeeded in injuring his hand and arm. How he was saved is almost a mystery.

Only two boats were available and of these, in the hurry and confusion, one was lowered and drifted away with no one in her. The other had a more tragic fate in store. In this the boat steerer, a Hawaiian, and the boat header went. The first mate, the captain, the carpenter, the cook were successively lowered and it is thought that one other of the crew got in. The ship was rolling heavily and the boat, as it went down in the falls, fouled. She probably was stove before she reached the water. A cry from those in the boat to cut her loose, which was done and away

she drifted astern towards the breakers. It was but a moment after that a large breaker curled completely over her and seamen James George says he heard the fall bark crash upon the rocks.

Then there was three-quarters of an hour misery for those left on board and one after another was washed away as she lay capsized alongside the rocks. This was heart rending to the survivors. To see the angry waves pick off man after man might be the next was a hard trial on nerves and it is no wonder that no clear account of the incident can be given. Clinging to the breaking ship, hoping against hope, a plank from the general smash suddenly gave a chance of getting ashore. It was as frail as a thread and many a man of those saved had really no idea how he used it. Fortunately Mr. Pardee, the third officer, was a man of great nerve and coolness and got his survivors ashore. To him is undoubtedly due the lessening of the disaster. Had it not been for his courage and coolness the probability is that every soul would have been lost. The shore was so near it seemed to the suffering men that it only required them to throw themselves into the sea to reach safety. But such throwing meant death!

Once ashore the story is soon told. Shivering, underclothed, these poor men sought the road in a body, 18 of them out of the 38 that had sailed from San Francisco only three weeks before. It was found, and in the early hours, as they tramped along, Louis Martine, a Puie Indian, who had been given up for lost, joined them. He had been in the nizen crossroads and had been carried on to the rocks by a wave. When he overtook his companions he said: "Good God! I thought you were all dead!"

Enquiring their way from a Hawaiian, the party found the house of the Deputy Sheriff, six miles distant, and there, of course, they were taken care of and arrangements were made to bring them into Hilo, 22 miles distant. It is no easy matter to move so large a party or even to provide for it at a moment's notice, and Sheriff Elderts deserves great credit for the manner in which he managed.

The wreck occurred near Honolulu of Puna, and hardly a vestige of the vessel was to be seen at daylight. It is undoubtedly a most appalling catastrophe. Those who have gone must have our sympathy, those who survive deserve that and something more substantial.

The following is the list of those saved:

LIST OF SAVED.

Chas. G. Strong, Canadian, Boat steerer.
J. W. Pardee, American, 3d Officer.
Samuel Lopes, Cape Verde, 4th Officer.
John San Francisco, Portuguese, 5th Officer.
George M. Pyne, Lynn, Mass., A. B.
Thomas Godge, Welshman, Boat steerer.
Louis Martine, Puie Indian, A. B.
Jack Raney, American, Green hand.
Thomas Canton, American, Steerage boy.
Emil Johnson, Swede, A. B.
James George, St. Helena, A. B.
Henry Kaiser, Swiss, Green hand.
Pius Hansen, Hollander, A. B.
Charles Gunderson, Norway, A. B.
Patrick Clissem, Liverpool, Cabin boy.
Auguste Richard, French, Sail Maker.
George Cullen, American, A. B.
Henry Ewerts, American, Blacksmith.
John Meyer, German, Green hand.
The list of the lost is as follows:

LIST OF THE LOST.

Captain Walter Howland, New Bedford, Mass.
Charles Tucker, New Bedford, Mass., 1st mate.
William Oysterman, San Francisco, boat header.
Allen Wilber, New Bedford, Mass., 2d mate.
John Allen, Guam, boat steerer.
Harry Solon, Minnesota, carpenter.
Fred ———, British, cook.
Henry Johnson, American, boat steerer.
Michael Sullivan, American, steward.
Moses ———, Hawaiian, boat steerer.
Frank Hewett, Toronto, A. B.
George Knowles, San Francisco, green hand.
John Smith, American, green hand.
Frederic Musman, Swiss, A. B.
Fred. William Kaiser, Scandinavian, A. B.
Jerry Anderson, German, A. B.
John Jouvett, Boston, Mass., A. B.
Olie Andersen, Scandinavian, A. B.

Another Account.

The Kinau brings news of a terrible shipwreck at Keanapoko, near Makuu, Puna, Hawaii, Monday night, February 1st, at about 11:30 o'clock. The whaling bark Tamerlane, Capt. Walter Howland in command, left San Francisco January 13th, for a southerly cruise. It was the intention of the captain to put in at Kealahou Bay for any necessary refitting, before starting on the northerly cruise. On the 20th a sperm whale was taken yielding 115 barrels of oil. But in taking the whale a boat was upset and one man lost his life. Such was the beginning of the misfortunes of the ill-fated crew.

In the latter days of January they experienced squally, cloudy weather; so that it was difficult for the navi-

(Concluded on 3d page.)

THE MUTUAL LIFE INSURANCE CO. OF NEW YORK.

RICHARD A. MURPHY, President.

Issues Every Desirable Form of Policy!

It has paid its members since its organization THREE HUNDRED AND FOUR MILLIONS OF DOLLARS. Its New Distribution Policy is the most liberal ever offered by any Insurance Company.

For full particulars apply to

S. B. HOMP.

General Agent for the Hawaiian Islands.

"German Syrup"

Martinsville, N.J., Methodist Parsonage. "My acquaintance with your remedy, Boschee's German Syrup, was made about fourteen years ago, when I contracted a Cold which resulted in a Hoarseness and a Cough which disabled me from filling my pulpit for a number of Sabbaths. After trying a Physician, without obtaining relief—I cannot say now what remedy he prescribed—I saw the advertisement of your remedy and obtained a bottle. I received such quick and permanent help from it that whenever we have had Throat or Bronchial troubles since in our family, Boschee's German Syrup has been our favorite remedy and always with favorable results. I have never hesitated to report my experience of its use to others when I have found them troubled in like manner." REV. W. H. HAGGARTY, of the Newark, N. J. Jersey, M. E. Conference, April 25, '90. A Safe Remedy.

G. G. GREEN, Sole Manfr. Woodbury, N.J.

Auction Sales by Lewis J. Levey.

ENGLISH DOG CART

AT AUCTION.

On MONDAY, Feb. 15th, AT 12 NOON.

I will sell at Public Auction at my Salesrooms,

1 ENGLISH DOG CART In first-class order.

LEWIS J. LEVEY, Auctioneer.

341 4t

Auction Sale by James F. Morgan.

Auction Sale of Stocks

On FRIDAY, Feb. 12th, AT 12 O'CLOCK NOON.

At my Salesroom, Queen street, I will sell at Public Auction,

10 Shares Inter-Island Steam Nav. Co.'s Stock.

Par Value \$100.

20 Shares Wilder's Steamship Co.,

Par Value \$100.

JAS. F. MORGAN, Auctioneer.

339 4t

AUCTION SALE

—OF—

Horses & Carriages!

On FRIDAY, Feb. 12th, AT 12 O'CLOCK NOON.

At my Salesroom, Queen street, I will sell at Public Auction,

1 LARGE EXPRESS WAGON.

1 Small Express Wagon.

1 Family Carriage.

1 TOP BUGGY,

2 Brakes, 2 Sets Harness.

1 Span Bay Horses.

JAS. F. MORGAN, Auctioneer.

339 4t

AUCTION SALE OF

Residence on Young St.

On SATURDAY, Feb. 13th, AT 12 O'CLOCK NOON.

At my Salesroom, Queen street, I will sell at Public Auction,

A Desirable Residence

On Young Street, at rear of residence of Hon. S. Parker.

The Lot has a frontage of 50 feet on Young Street and is 146 feet deep. There is a

New Dwelling House

On the Lot containing Parlor, 3 Bedrooms, Dining-room, Pantry, Kitchen, etc. The grounds are nicely planted with Flowers and Shade Trees. Water laid on throughout.

For further particulars apply to

JAS. F. MORGAN, Auctioneer.

339 5t

Picture Frames made to order from latest styles of mouldings. Renovation of old pictures a specialty.

PACIFIC HARDWARE CO., L'd.,

Fort Street, Honolulu.

New Goods by Late Arrivals!

PLANTATION SUPPLIES,

Tools & Implements,

Paints, Oils & Varnishes,

TURPENTINE, LUBRICATING OILS

OF THE BEST QUALITY.

CARBOLINEUM AVENARIUS

(From 1 Gallon to 800 Gallons).

We are the only Authorized Agents for this article, and are prepared to quote special prices for any quantity.

PACIFIC HARDWARE CO., L'd.

NOTICE!

The Agency for JAYNE'S FAMILY MEDICINES, so long held by our house, has been transferred to MESSRS. BENSON, SMITH & CO., to whom all orders should be sent.

Signed,
CASTLE & COOKE.
Honolulu, H. I., Feb. 4, 1892.

Auction Sales by James F. Morgan.

LANDLORD'S SALE.

On TUESDAY, Feb. 16th, AT 10 O'CLOCK A. M.

I will sell at Public Auction at the Iron Warehouse of G. W. Macfarlane & Co., Queen street, the following

MACHINERY

Distained for non-payment of rent, from the premises of the Union Iron Works Co:

1 16-inch Lathe with chuck, gear wheels, belts, wrenches, study rest, fall plate, holder, turning and boring tools.

1 Emory Wheel with countershaft, pulleys, hangers, belting, shifter rod and rest.

1 Brass Worker's Lathe with chuck, slide rest, counter shafts and pulleys, hangers, belting, turning and boring tools, two dogs, shifter rod, wrenches, lathe centre, lay screws and brass lever.

1 16-inch Lathe with countershaft and pulleys, hangers, chuck, faceplate, wrenches, study rest, socket wrench, tool post, gear wheels, shifter rod and belting.

1 6-inch Lathe with counter shaft, study rest, gear wheels and wrenches.

1 Drill Press with baseplate, counter shaft with pulley, shifter rod, belting, cone, shaft, pulley and frame, bed plate, handle and hangers.

1 48-inch Lathe with chuck and slide rest, two tail pieces, two clamps with bolts, belting, wrenches, gear wheels, bevel pinion, hangers, tool post, counter shaft with cone and pulleys, study rest, chuck, slide rest, boring and turning tools, two lathe centres, one pipe centre, one rest for cutting shafts.

1 Milling Machine with two hangers, belting, shifter rod, countershaft and pulley, wrenches, oil boxes, gear head.

1 Shaper with two tables, bed plate, countershaft and pulley, three hangers, two shifting rods, belting, one central, one rod, one gear wheel, tools, four bed plates.

1 Grinding Machine with countershaft, hanger and pulleys, belting.

2 Cases Tool.